

Dear LGYC Members and Race Committee,

In order to provide more consistent LGYC race management throughout our fleets and to better align our LGYC season racing with ILYA and US Sailing practices, LGYC has made several important race management and SI changes for 2019. Below is a summary of the 2019 changes:

### Race Management

- LGYC Race Committee will endeavor to use leeward gate marks for W, WA, L, LA and WM courses for single or multiple fleets signaled by displaying flag G before or with the warning signal per SI 9.5. The RC will endeavor to place the starting line and finish line (for leeward finishes) to leeward of the gate marks.
  - **9.5 When course W, WA, L, LA, or WM is signaled for all classes and flag G is displayed before or with the warning signal, the leeward mark for all classes will be replaced by a leeward gate. If one of the gate marks is out of position the remaining mark shall be rounded to port. The mark out of position is no longer a mark.**
  - This will help our sailors train and practice using leeward gates which are commonly used in ILYA and US Sailing events.
  - This will mean slightly more buoy work for the RC however given we always have Boat 2 with a two-man crew it should be manageable and help train our RC for LGYC, ILYA and US Sailing race management.
- LGYC Race Committee will endeavor to set a finish line to windward of the windward rounding mark between two yellow marks when multiple fleets are racing per SI 9.7.
  - **9.7 When multiple classes are racing and one or more fleets are finishing to windward, the finish line may be set between two yellow marks set to windward of the rounding mark.**
  - This will help clear the finish line from the windward rounding mark when multiple fleets are racing.
  - This will mean slightly more buoy work for the RC (and buoys carried on Boat 2) however given we always have Boat 2 with a two-man crew it should be manageable.
- **SI Supplements 1** – Course and Course Signals – New course designation for W, WA, L, LA and OL courses.
  - Windward and Leeward courses are now designated by the number of windward legs for a W or WA course and the number of leeward legs for a L or LA course. This replaces the number of laps. This follows ILYA and US Sailing course designation.
  - The “A” displayed with a W or L course designates the use of a offset mark at the windward rounding mark. This follows ILYA and US Sailing course designation.
  - OL1 course is created to allow an Olympic course with a leeward finish.
- **RC Communication**
  - LGYC Race Committee will endeavor to communicate race information and its intentions to the fleet(s) prior to warning signals.
    - Wind and other sailing conditions
      - MC wind limit levels and intentions
    - Intention to start on time or postponement
    - Time and countdown to warning signal
    - RC Flagship leaving (and/or returning to) the dock
  - X boats are now able and asked to have a working VHF on board. ILYA now allows this.

### Sailing Instruction changes

- **SI Section 5.1** – A boat that has registered on the Yacht Club Registration and Scoring System at Club Spot ([www.theclubspot.com](http://www.theclubspot.com)) is eligible to race provided her owner and helmsperson are Yacht Club members in good standing and the boat conforms to her class rules.
  - LGYC is now using Club Spot for electronic racing registration.
- **SI Section 5.4** – It is requested that Boats check in with the Race Committee Signal Boat prior to the warning signal of the Boat’s first race each day.
  - Checking in with the RC signal boat prior to racing will help scoring and safety.
- **SI Section 7.2** - Class flags will be a flag displaying the class insignia.
  - The RC signal boat will now display the class insignia flag at the warning signal for the starting sequence of each class. This is a nice feature which highlights the many different national classes racing at LGYC.
- **SI Section 9.5** - When course W, WA, L, LA, or WM is signaled for all classes and flag G is displayed before or with the warning signal, the leeward mark for all classes will be replaced by a leeward gate. If one of the gate marks is out of position the remaining mark shall be rounded to port. The mark out of position is no longer a mark.
  - See above - This will help our sailors train and practice using leeward gates which are commonly used in ILYA and US Sailing events.
- **SI Section 9.6** - Unless SI 9.4 applies when a finishing line has been set between two orange shapes, the rounding mark used by boats not sailing the final leg of the course will be the orange shape positioned at the port end of the line when sighted from the final leg of the race course; and
  - **SI Section 9.6 (a) remains UNCHANGED (Now SI Section 9.6).**
  - **SI Section 9.6 (b) has been REMOVED** - when a finishing line has been set between a yellow and an orange shape, the rounding mark used by boats not sailing the final leg of the course will be the yellow shape.
    - No longer required with new and existing finish procedures
- **SI Section 10.1** - Marks will be orange shapes or yellow shapes unless otherwise stated.
  - Allows use of orange AND yellow marks.
- **SI Section 10.3 has been REMOVED** - A mark designating a change of course or the triangular reaching mark of an Olympic or Triangular course may, at the discretion of the Race Committee, be a yellow, cylindrical buoy.
  - No longer necessary as SI Section 10.1 states, “Marks will be orange or yellow shapes unless otherwise stated.”
- **SI Section 13.1 (a)** - a staff displaying an orange flag on a race committee vessel at one end of the line and the course side of a yellow or orange mark at the other end of the line, or
  - Allows for use of yellow or orange mark for the finish line
- **SI Section 13.1 (c)** - the course side of orange marks at both ends of the line or the course side of yellow marks at both ends of the line.
  - Allows for use of yellow or orange mark for the finish line
- **SI Section 14** – “Sonar” replaces “Variety”
- **SI Section 15.2** - The Finishing Window is a 20-minute time limit for boats to finish after the first boat sails the course and finishes within the Race Time Limit. Boats failing to finish within the Finishing Window will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A4, A5 and A9.
  - Finishing window has been reduced from 30 minutes to 20 minutes.
  - Boats failing to finish within the finishing window will be scored DNF; previously they were scored SWF.
- **SI Section 17.3** - Boats scored DNF, DNS and DNC will be scored as follows:

(a) Did Not Finish (DNF) - Boats that start but fail to finish within the Finishing Window as defined in 15.2 or that after starting retire or are disqualified, will be scored DNF and will be given points equal to the number of boats that finished the race plus one point.

(b) Did Not Start (DNS) - Boats that come to the starting area but do not start will be scored DNS and will be given points equal to the number of boats that started the race plus one point.

(c) Did Not Contend (DNC) - Boats that did not come to the starting area shall also be scored DNC and will be given points equal to the number of boats that started the race plus two points.

This changes RRS 35, A4 and A9.

- Section 17.3 simplifies scores for DNF, DNS and DNC.
- **SI Section 18.4** - Two race committee vessels must be in the race area at the Warning Signal with each vessel having at least two race committee members on board. If two race committee vessels are not in the race area at the time of the Warning Signal the race shall be abandoned or postponed until the second vessel is in the race area.
  - Two RC boats are required on the race course for safety purposes.
- **SI Section 19.1** – Boats in all fleets except IOD, M17 and M14 classes are asked to have a working VHF radio on board to receive race committee transmissions intended for all boats.
  - X boats are now able and asked to have a working VHF on board. ILYA now allows this.
- **SI Supplements 1** – Course and Course Signals – New course designation for W, WA, L, LA and OL courses.
  - Windward and Leeward courses are now designated by the number of windward legs for a W or WA course and the number of leeward legs for a L or LA course. This replaces the number of laps. This follows ILYA and US Sailing course designation.
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T Freytag  
LGYC Chief Race Officer